

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 4069

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TUESDAY, OCTOBER 11, 1904.

二拜禮

號一十月十英曆

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 9,520,000

Head Office: YOKOHAMA.

Branches and Agencies.

TOKIO. KOBÉ.
NAGASAKI. LONDON.
YOKOHAMA. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIEN TSIEN. NEWCHANG.
PEKING. DALNY.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
THE UNION OF LONDON AND
SMITHS BANK, LD.

HONGKONG BRANCH:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

TARO HODSUMI,

Manager.

Hongkong, 12th September, 1904. [21]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$17,000,000
Sterling Reserve \$10,000,000
Silver Reserve \$7,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:

A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
E. Goetz, Esq.
Hon. W. J. Gresson.
A. Haupt, Esq.
H. Schubert, Esq.
E. Sheilim, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH.

MANAGER:

Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per Annum.
For 6 months, 3 per cent. per Annum.
For 12 months, 4 per cent. per Annum.

J. R. M. SMITH,

Chief Manager.

Hongkong, 20th August, 1904. [22]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3 1/2 per
cent. per annum.
Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1904. [23]

THE DEUTSCHE ASIATISCHE BANK.

AUTHORIZED CAPITAL.....Sh. Tael 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: Hankow

Tientsin (Kiautschow)

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITHS BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

H. FIGGE,

Manager.

Hongkong, 12th August, 1904. [25]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS at
CURRENT RATES.

SIEMSEN & Co.

Hongkong, 25th May, 1904. [15]

INTERNATIONAL BANKING CORPORATION.

CAPITAL, SURPLUS AND UNDIVIDED PROFITS.
GOLD \$7,992,173.37—about £1,610,000.
CAPITAL AND SURPLUS AUTHORIZED
GOLD \$10,000,000—£2,055,000.

HEAD OFFICE:

1, WALL STREET, NEW YORK.

LONDON OFFICE:

THREADNEEDLE HOUSE, E.C.

BRANCHES AT
SAN FRANCISCO, WASHINGTON,
MEXICO, MANILA, CEBU, SHANGHAI,
SINGAPORE, YOKOHAMA, BOMBAY,
CALCUTTA, CANTON,
AND AGENTS ALL OVER THE WORLD.

LONDON AND CONTINENTAL
BANKERS:

NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED,
UNION OF LONDON AND SMITHS BANK, LTD.
CREDIT LYONNAIS, DRESDENER BANK,
COMPTOIR NATIONAL D'ESCOMPTE
DE PARIS, &c.

THE Corporation transacts every Description
of Banking and Exchange Business,
receives Money in Current Account and issues
Fixed Deposit Receipts either in Gold or
Silver at Rates which may be ascertained on
Application.

HONGKONG BRANCH:

20, DES VCEUX ROAD CENTRAL.

CHARLES R. SCOTT,

Manager.

Hongkong, 26th July, 1904. [19]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1904.

SUBSCRIBED CAPITAL Shanghai Tael 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office—SHANGHAI.

Branches and Agencies.

CANTON. PENANG.

CHEFOO. SINGAPORE.

HANKOW. TIEN TSIEN.

PEKING.

THE Bank purchases and receives for collection
Bills of Exchange drawn on the above
places, and Sells Drafts and Telegraphic Transfers
Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
1 1/2 per Annum Fixed Deposits for 3 months.
4 1/2 " " " " 6 " "
5 1/2 " " " " 12 " "

H. C. MARSHALL,

Acting Manager.

Hongkong, 17th May, 1904. [18]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

CAPITAL PAID-UP.....£800,000
RESERVE LIABILITY OF SHARE
HOLDERS.....£800,000
RESERVE FUND.....£800,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the Rate of 2 per cent. per
annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.
" " " 6 " " 3 1/2 " "
" " " 3 " " 3 " "

T. P. COCHRANE,

Manager.

Hongkong, 19th May, 1904. [24]

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are
prepared, during suspension of their
Trans-Pacific Service and until further notice,
to BOOK CARGO AND ISSUE BILLS OF LADING
TO SEATTLE, WASH., VICTORIA, B.C., and
PACIFIC COAST PORTS, also to OVER-
LAND POINTS in the UNITED STATES
and CANADA in connection with the GREAT
NORTHERN RAILWAY FROM SEAT-
TLE, as hitherto, by the Steamers of the
NORTHERN PACIFIC S. S. Co., BOSTON
STEAMSHIP and TOWBOAT COS., OCEAN
S. S. Co. and CHINA MUTUAL S. N. Co.

For further Particulars, apply at the Com-
pany's Local Branch Office in PRINCE'S
BUILDINGS, First Floor, Chater Road.

A. S. MIHARA,

Manager.

Hongkong, 20th May, 1904. [64]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS.	TO SAIL ON	REMARKS.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, and PORT SAID	JAPAN..... E. P. Macle, R.M.R.	About 13th October	Freight and Passage.
SHANGHAI.....	SIMLA..... F. R. Summers.....	About 21st October	Freight and Passage.
LONDON, &c.....	MALTA..... R. A. Peters.....	October 22nd.	See Special Advertisement.
SHANGHAI.....	BANCA..... J. B. Fergusson.....	About 25th October	Freight only.

For further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 8th October, 1904. [4]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
(ALSO)
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
AND SOUTH AMERICAN PORTS;

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers
and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
SACHSEN.....	WEDNESDAY, 12th October.
ZIETEN.....	WEDNESDAY, 26th October.
PRINCESS ALICE.....	WEDNESDAY, 9th November.
PRINZ REGENT LUITPOLD.....	WEDNESDAY, 23rd November.
PREUSSEN.....	WEDNESDAY, 7th December.
PRINZ EITEL FRIEDRICH.....	WEDNESDAY, 21st December.
SEYDLITZ.....	WEDNESDAY, 4th January, 1905.
GNEISENAU.....	WEDNESDAY, 18th January.
BAVERN.....	WEDNESDAY, 1st February.
PRINZ HEINRICH.....	WEDNESDAY, 15th February.
SACHSEN.....	WEDNESDAY, 1st March.
PRINCESS ALICE.....	WEDNESDAY, 15th March.
PRINZ REGENT LUITPOLD.....	WEDNESDAY, 29th March.
PREUSSEN.....	WEDNESDAY, 12th April.
PRINZ EITEL FRIEDRICH.....	WEDNESDAY, 26th April.

ON WEDNESDAY, the 12th day of October, 1904, at Noon, the Steamship "SACHSEN,"
of the NORDDEUTSCHER LLOYD, Captain H. Feyen, with MAELS, PASSEN-
GERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.
Shipping Orders will be granted till Noon, on MONDAY, the 10th October, Cargo and
Specie will be received on Board until 3 P.M., on TUESDAY, the 11th October, and
Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 11th October.
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50
and Parcels should not exceed Two Cubic Feet in Measurement.
The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.
Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,

AGENTS. [3]

Hongkong, 10th October, 1904.

Intimations.

LANE, CRAWFORD & CO., SPORTS DEPARTMENT.

NEW STOCK OF

TENNIS Rackets, Balls, Nets, Poles and Markers.

CRICKET Bats, Balls, Stumps, Gloves, &c.

FOOTBALLS. "Soccer" and "Rugger," Pumps, &c.

GOLF Clubs, Balls, &c.

HOCKEY Sticks, &c., &c.

CROQUET Sets, &c.

BOXING Gloves, 4 oz., 6 oz., & 8 oz.

SANDOW'S Developers.

LARGEST STOCKS IN THE EAST

AND FROM

THE BEST MAKERS.

LANE, CRAWFORD & Co.

Hongkong, 22nd September, 1904. [38]

KUPPER PILSENER BEER.

THE LEADING BEER

IN THE

FAR EAST.



Telephone

No. 75.

SOLE AGENTS—

CALDBECK, MACCREGOR & CO.,

15, Queen's Road.

Hongkong, 6th October, 1904. [42]

Intimations.

Bovril gives strength,

nourishment and sustenance. It is agreeable to
the taste, is stimulating in its effects, is easily
assimilated and digested. Bovril contains blood-
enriching and muscle-building properties. Some
of the leading athletes of the day train on Bovril.



779]

TRADE MARK.

TELEPHONE No. 135.

ASK FOR

CLUB WHISKY

AND SEE YOU GET IT.

ITS PURITY IS GUARANTEED BY THE DISTILLERS CO., LIMITED,
EDINBURGH.

THE LARGEST DISTILLERS IN THE WORLD.

Sole Agents,

H. PRICE & CO.,

12, QUEEN'S ROAD CENTRAL.

Hongkong, 15th April, 1904. [41]

JOHN DEWAR SONS & Co., PERTH WHISKY.

Extra Special \$16.00 per case 12/1

White Label \$24.00 " " 12/1

KRUSE & Co.,

SOLE AGENTS.

CONNAUGHT HOUSE,

Hongkong, 1st July, 1904. [778]

This space is reserved for

LONG, HING & Co.,

PHOTO GOODS DEALERS,

17, QUEEN'S ROAD.

Hongkong, 18th August, 1904. [936]

PO CHEUNG & Co.,

昌 贊

14, QUEEN'S ROAD CENTRAL.

FURNISHERS AND UPHOLSTERERS,

GENERAL DOMESTIC GOODS, &c.,

COUNTERS, PARTITIONS, FITTINGS, &c.,
MADE TO SIZES AND PATTERNS.
DESIGNS FORWARDED ON APPLICATION.

TELEPHONE 460.

Hongkong, 16th August, 1904. [1833]

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 4th December, 1903. [26]

MACAO AND CANTON HOTELS.

A LITTLE CHANGE.

The round trip from HONGKONG to MACAO, thence
to CANTON and back to HONGKONG, will be
found interesting and enjoyable.

WM. FARMER, Proprietor.

Hongkong, 16th August, 1904. [1833]

JAPAN COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE—1, SURUGA-CHO, TOKYO.

LONDON BRANCH—34, LIME STREET, E.C.

HONGKONG BRANCH—PRINCE'S BUILDINGS, 102 HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,
Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,
Yokosuka, Nagoya, Osaka, Kobe, Malacca, Kure, Shimoda, Moji, Wakamatsu,
Karatse, Nagasaki, Kuchino, Sasebo, Milke, Hakodate, Taipei, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the State
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and
Freight Steamers.

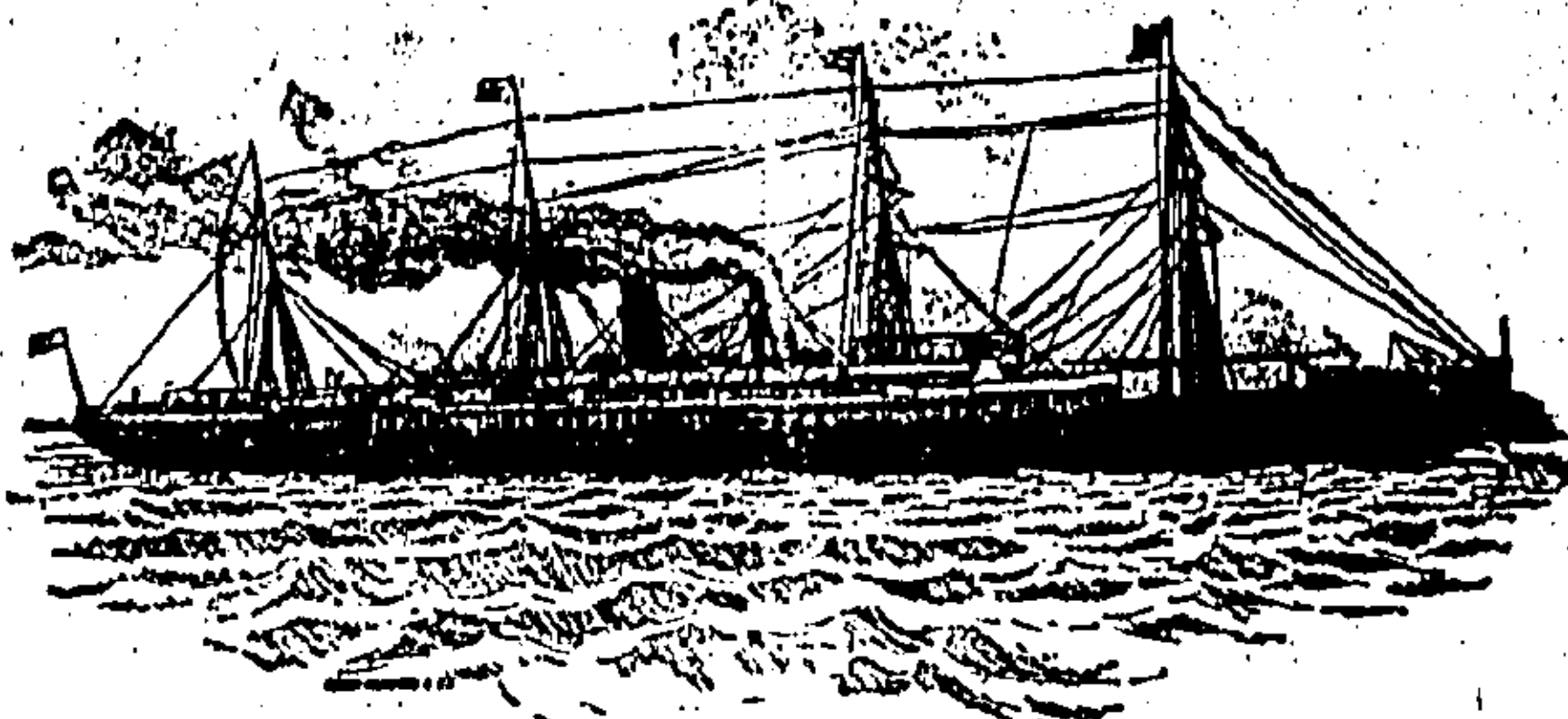
SOLE PROPRIETORS of the Famous Milke, Tagawa, Yamao and Ida Coal Mines; and
SOLE AGENTS for Fujinotani, Hokoku, Honda, Ichinaga, Kanada, Mamada, Maunpura,
Onoda, Onji, Sasakura, Tsurukuro, Yoshinotani, Yoshio, Yuzokibara and other Coals.

S. MINAMI, Manager, Hongkong.

[780]

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"COPTIC"	4,352 Gross Tons.	SATURDAY, 15th October, at Noon.
"KOREA"	11,276 "	SATURDAY, 29th October, at Noon.
"GAELIC"	4,205 "	TUESDAY, 8th November, at Noon.
"MONGOLIA"	13,639 "	TUESDAY, 22nd November, at Noon.
"AMERICA MARU"	6,300 "	TUESDAY, 29th November, at Noon.
"CHINA"	5,060 "	SATURDAY, 3rd December, at Noon.
"DOBIO"	4,783 "	SATURDAY, 17th December, at Noon.
"MANOEBRIA"	8,750 "	SATURDAY, 24th December, at Noon.

Record Trip Yokohama to San Francisco made by S.S. "KOREA," 11,276 tons, Oct. 18th, 28th, 1902; 10 days, 15 hours.

THE O. & O. Steamship "COPTIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 15th October, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and to European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

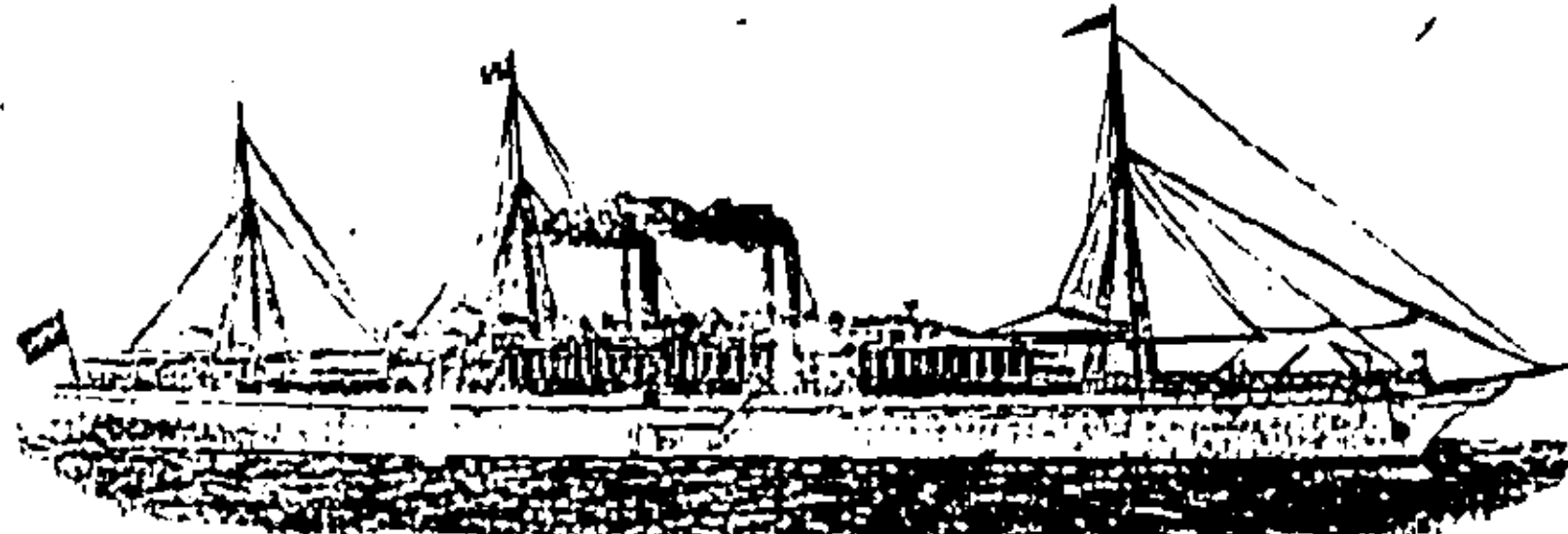
FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date. For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 11th October, 1904.

E. W. TILDEN, Agent.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPRESS" Twin Screw Steamships—6,000 Tons 10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "ATHENIAN" 2,440 Tons. | WEDNESDAY, 12th October. |

"EMPRESS OF CHINA" 6,000 " | WEDNESDAY, 19th October. |

"TARTAR" 4,425 " | WEDNESDAY, 2nd November. |

"EMPRESS OF INDIA" 6,000 " | WEDNESDAY, 16th November. |

"EMPRESS OF JAPAN" 6,000 " | WEDNESDAY, 14th December. |

"ATHENIAN" 2,440 " | WEDNESDAY, 28th December. |

Hongkong to London, 1st Class, £60. 1st St. Lawrence £60. 1st New York £62.

Hongkong to London, Intermediate on

Steamers, and 1st Class Rail £40. | £42. |

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous

INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VAN-

COUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND

TRANS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,

Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese

and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage,

apply to

Hongkong, 21st September, 1904

D. W. CRADDOCK, Acting General Agent,

9, Pedder's Street.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

SUEVIA HAVRE and HAMBURG. | 18th October. | Freight. |

BRISGAVIA HAVRE and HAMBURG. | 1st Nov. | Freight. |

SLAVONIA HAVRE and HAMBURG. | 15th Nov. | Freight and Passengers. |

SEGOVIA HAVRE and HAMBURG. | 29th Nov. | Freight. |

SENEGAMBIA HAVRE and HAMBURG. | 13th Dec. | Freight. |

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

No. 1, Queen's Buildings.

Hongkong, 6th October, 1904

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,361 tons.	Captain R. D. Thomas.
"POWAN,"	2,338 "	G. F. Morrison, R.N.R.
"FATSHAN,"	2,200 "	W. A. Valentine.
"HANKOW,"	3,073 "	B. Branch.
"KINSHAN,"	2,860 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 8.30 P.M. and 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M., 1.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"	1,998 tons.	Captain H. D. Jones.
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Departures from Hongkong to Macao on week days at 2 P.M.

Departures on Sundays at NOON.

Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	2,191 tons.	Captain T. Hamlin.
------------------------	-------------	--------------------

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"	588 tons.	Captain J. Willox.
"NANNING,"	569 "	C. Bulchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,

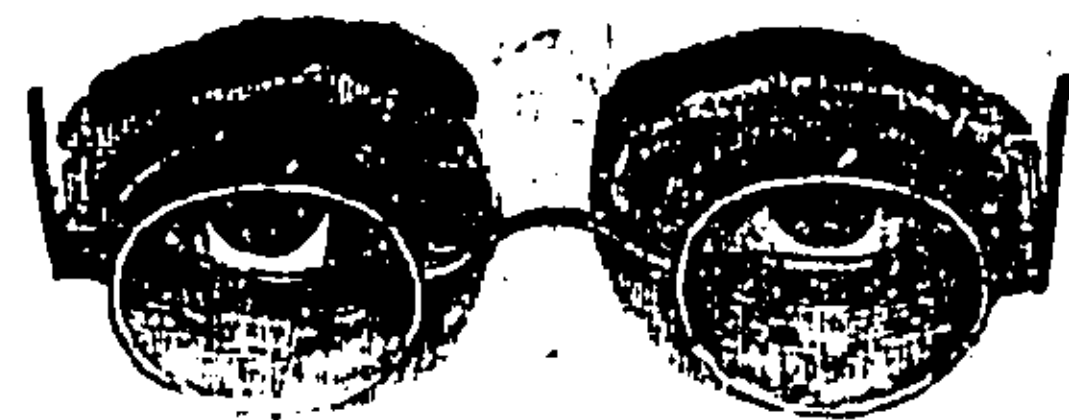
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 30th September, 1904.

Intimations.



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES

TESTED, FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS,

10, D'AGUIAR STREET, HONGKONG.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper

Glasses to Correct and Cure.

Prescription lenses ground on the premises. All work guaranteed.

Sun Glasses are useful and give the effect of coolness.

Prices from \$2.00. A. S. TUXFORD, Manager.

Hongkong, 1st October, 1904.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTOR

AND GENERAL COMMISSION AGENTS,

16, DES VŒUX ROAD CENTRAL,

HONGKONG,

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT,

DAIMLER'S PATENT MOTOR

LAUNCHES,

&c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES

Hongkong, 15th December, 1903.

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DIAMOND MERCHANTS, JEWEL

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Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS"

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PHOTOGRAPHER.

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ALL PHOTOGRAPHIC ART PRACTICED

in the Colony or in any part of the Far East.

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Hongkong, 2nd September, 1904.

1784

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STUDIO,

HIGHER CLASS PHOTOGRAPHER,

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LARGE SELECTION OF VIEWS ALWAYS

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PRICE VERY MODERATE.

Hongkong 15th September, 1903.

1

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 510 ft. Width of
entrance, top 95 ft.; bottom 75 ft.
Water on blocks, 27.5 ft. Time to
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Length inside, 375 ft. Width of
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THESE DOCKS are conveniently situated in Yokohama harbour and the attention of
Captains and Engineers is respectfully called to the advantages offered for Dock-
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The plant and tools are of recent patterns for dealing quickly and cheaply with work,
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Two powerful Twin Screw Towboats are available for taking Vessels in or out of
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable
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Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be
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The cost of Docking, and repair work, will be found to compare favourably with that
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Telephone: Works, No. 508; General, No. 876.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[595]

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of their goods, and the cleanliness, &c., are all
under strict supervision of Europeans only.

REPORT OF AN EXPERT.

The representative of Messrs. BRATBY and
HINCHLIFFE, LIMITED, AERATED Water
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amongst Eastern Aerated Water Makers, and
was greatly surprised at the compactness of our
factory and also the methodical way in which
everything pertaining to the making of Aerated
Waters was carried out. He also expressed him-
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equal to any he had yet visited and superior
to a great many. He also reported that the
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and they showed that scrupulous care was
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Dr. V. DANENBERG & F. P. DANENBERG,

General Managers.

Hongkong, 20th May, 1904.

[677]

HONGKONG YOUNG MEN'S
CHRISTIAN ASSOCIATION.

CHINESE DEPARTMENT.

26, Des Vœux Road Central.

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open for its regular Autumn Session on

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spondence, English (Primary, Intermediate and

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Japanese, Music and the English Bible.

FEES very moderate.

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EDUCATIONAL ANNOUNCEMENT which will

be furnished upon application.

Hongkong, 1st October, 1904.

[1095]

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COAL MERCHANTS AND STEVEDORES,

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SHIPS Coaled from alongside at the shortest

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Hongkong, 1st October, 1904.

[1091]

Hotels.

THE RAMSGATE OF HONGKONG.

Intimations.



A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS

ESTABLISHED A.D. 1841.

THE FINE

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FLAVOUR

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BLEND

VERY OLD LIQUEUR

SCOTCH

WHISKY.

IS ATTAINED ONLY BY

Great Age, being

thoroughly matured

and Superior Quality

Uniformly Maintained.

Price \$16.50 per Dozen.

A. S. WATSON & Co.,
LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 15th September, 1904.

[35]

TELEPHONE NO. 559.
CABLE ADDRESS: "ACHEE," HONGKONG
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

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17, QUEEN'S ROAD.

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DRAWING-ROOM,

DINING-ROOM,

and BED-ROOM

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GLASS, and

CHINA WARES.

PASTEUR'S MICROBE-PROOF

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COUNTERPANES.

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GOOD WORK.

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Hongkong, 8th January, 1904

[45]

E. C. WILKS & Co.,

MARINE SURVEYORS,

CONSULTING ENGINEERS AND

NAVAL ARCHITECTS.

COLLISIONS and Damages Surveyed.

Salvage Work undertaken.

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Plant and Centrifugal Pumps.

Telegram Address: "MARINEWORK." Telephone—No. 358.

Hongkong, 3rd May, 1904.

[58]

NOTICE

All communications intended for publication in the "HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee Hom Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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The postage on the weekly issue to any part of the world is 80 cents per quarter.

Single Copies, Daily, ten cents; Weekly, twenty-five cents.

MARRIAGE.

On the 4th of October, at the Synagogue "Beth-El," Shanghai, A. GOLDMAN, eldest son of Mr. and Mrs. S. Goldman, of Nagasaki, to JOSEPHINE, the youngest daughter of M. Haimovitch, of Shanghai.

DEATH.

On 6th October, at No. 48, North Saichuen Road, Shanghai, JOSEPHINA ROZA dos SANTOS OLIVEIRA, widow of the late F. S. Oliveira, of the North-China Herald Office.

The Hongkong Telegraph

HONGKONG, TUESDAY, OCTOBER 11, 1904.

JAPAN'S FINANCES.

Many statements have, of late, been appearing in the Press regarding the financial resources of Japan, and as the question is again coming to the fore by reason of the probabilities of a lengthy campaign in Manchuria, it will not be untimely to revert to the subject. It will be seen from another column that the Premier of Japan, in the course of an address to the Governors, said that increased taxation would be resorted to, but there was a limit to its resources, and it would be necessary to raise the bulk of the funds required by the issue of public bonds. It would also appear from a paper, which the *Kobe Chronicle* understood was to be laid before the meeting, that, calculating the municipal taxes and imposts throughout the Empire on figures submitted, the total of the Municipal, city, and village taxation for the present year will be about ¥40,860,000, showing a decrease of about ¥13,000,000, which, added to the eight million decrease in the prefectural taxes, make a total decrease of ¥21,400,000. Deducting this amount from the increase in the direct national taxes, the actual increase of the latter by means of war imposts is no more than ¥12,860,000. When the increase is compared with last year, when the percentage was 3.3, and the actual increase is calculated on the additional levy on the income and business taxes, and when the decrease in the prefectural, city, and village taxes is taken into account, it will be found that the actual burden of the nation by reason of the war amounts to no more than ¥5,900,000, and divided among the prefectures the burden is very light. Such being the case, concludes the paper, there is no reason to feel apprehension regarding Japan's ability to carry on the war. The *Chronicle*, however, points out that the paper takes no count of indirect taxation which has doubled the price of some articles. The Premiers defied any anxiety as to economic conditions, and urged local economies and the encouragement of local trade. From this it would appear that Japanese statesmen are no more afraid of Russia financially than they are militarily. The industrial development of the country is going forward precisely as in peace time, and when she floats the fourth series of exchequer bonds her credit will be as good as ever and, in fact, much improved by the discovery of the great gold field at Iwate, and the consistent victories that are falling to its arms in the field. When the negotiations between Japan and Russia took a turn as almost to cut off every hope of peace being maintained, it became imperatively necessary to make at once military preparation so as to be ready for all eventualities, and in order to meet the expenditure authority was given for diverting the funds kept under special accounts, issuing exchequer bonds, and making temporary loans for the purpose of meeting the enormous expenditure. Of course, it is impossible to fix proportions of the estimates of the cost of the war with the precision affected by one authority, who puts the weekly Japanese expenditure at £833,333 and the Russian at £1,079,250. Viscount Tadasi Hayashi believes that the Japanese are probably spending a third or a fourth less than the Russians, and emphasises the fact that the armies of the former are fighting close to their own country, whereas the Russians are thousands of miles away, and consequently the cost of her operations must be greatly in excess of those of Japan. The whole financial question is at present being investigated by those in authority, and the plans they devise for the future will doubtless be issued in the course of a few days.

THE Australian cruiser *Albatross*, arrived this morning from Shanghai and saluted the port.

Mr. J. J. Hill's new Pacific liner *Minnesota*, made 174 knots on her trial trip, in ballast.

LIEUT.-General Baron Ogawa, Commander of the Fourth (Osaka) Division is to be made a full General.

SHELLS fired recently by the Russians at Port Arthur have been found to be filled with sulphur only.

THE Japanese have completed the change of the railway gauge to within ten miles of Liaoyang.

VICEROY Tsen Chun-hsuen has postponed his return to Canton till the end of this month. —*Universal Gazette*.

THE Russians, with their conspicuous regard for the neutrality of China, are enlisting large number of Mongolians.

It is reported that the H. K. K. K. S. *Hokumaru*, 534 tons net, has been wrecked off Nassapu. No lives were lost.

ACCORDING to Singapore exchanges, a drunken West Indian sailor ran amok the other evening and wounded nine natives at Tanjong Pagar.

THE sorcerers have predicted an invasion of Korea by the Russians from the north-east. Only a few "million" Cossacks are to reach Seoul alive.

DESPATCHES from Mukden describe terrible distress among the native population, who are half starving in consequence of the destruction of the crop.

THE man Bailey who assisted a convict, named Odium, to escape from the custody of the U. S. Consulate at Shanghai, on the 9th ult., has been sent to prison for two months with hard labour.

THE Australian Commonwealth invited new tenders for the mails in July last, allowing wider latitude in respect of coloured labour on mail boats, but is now again including the "all white labour" clause. The Orient Line made the only tender.

THE *Yiji* proposes that the Anglo-Japanese Alliance should be extended so that England shall secure Japan's possession of Saghalien when she recovers that island, and Japan shall assist in preventing any Russian aggression on England's possessions and protectorates in Asia.

LI-Ching-mei, new Governor of Kwangsi, arrived at Yungchow on the 11th September. All preparations have been made to welcome the new Governor at Kweilin. The family of Koh Fengshih, the retiring Governor of Kwangsi, is now on their way to Hupeh by the water way.

THE Moscow *Novosti* insists that no quarter should be given to Japanese, who should be treated like mad dogs. It is to be feared that articles of this kind, coupled with the Russian contempt for the Hague convention, will have a very bad effect at Port Arthur when the final struggle comes.

THE Young Men's Christian Association, European Department, have instituted a class for Bible study, to be held every Thursday at 5.15 p.m. in their rooms in Alexandra Buildings. Added to this they have started a class for conversational Bible study, to be held on Sunday afternoons at 3 o'clock.

REUTERS' Peking correspondent reports that foreigners in China have lately been much pre-occupied owing to the growing unrest in Southern Pechili, and Shantung and Honan Provinces. Agitators are utilizing the Transvaal Labour recruiting as a theme of grievance, and are issuing handbills denouncing the cruelties alleged to be practised on the Chinese by the employers there.

THE *Kobe Chronicle* says that a Sapporo dispatch states that the cargo of the *Onaka* which recently stranded in the Soya Channel (between Yezo and Saghalien) while on her way from Shanghai to Vladivostok, consisted of 12,000 bags of salt, 1,900 cases of glass; bottled beer, and tinned soup. No arms or ammunition were carried. The vessel is listing about 30 degrees, and her bottom is seriously damaged.

THE Tokio Minister of Communications has just notified the public that a Japanese postal agency has been established at Swatow. The rates of postage for the mails despatched from the Chinese port to Japan and vice versa are the same as those for domestic mails. The Japanese Government are, it is reported, making arrangements for the opening of the Japanese postal service at several other towns in South China.

WIRING on the 2nd instant from Chefoo, Reuters' correspondent reported that according to Chinese who left Port Arthur on Sept. 30, severe fighting, wherein the Russians were the aggressor occurred on the 28th and 29th Sept. on the west shore of the Liaotoshan Promontory near Figeon Bay. The Russians were apparently attempting to capture the heavy guns which the Japanese had mounted in the vicinity, but were unsuccessful.

REUTERS' correspondent with General Oku reports that the first Japanese train arrived at Liaoyang on the afternoon of Saturday, October 1. Trains will be running on a regular schedule in a few days with engines and cars brought from Japan. The completion of the railway removes entirely the problem of transport and ammunition supplies. The first train to arrive brought quantities of ammunition, as well as telegraph and railway supplies.

THE German paper reports that the Kaiser will visit H.M. King Edward in November.

It is rumoured in London that the King of Spain will arrive on a visit to King Edward on the 18th inst.

THE young Jew with many aliases, who was charged with stealing a bicycle from a Chinese shop was, this morning, sent by Mr. Kemp to two months' hard labour.

Mr. H. H. J. Compertz, who has just returned from a short trip to Japan, resumed his seat at the Magistracy this morning, when Mr. J. H. Kemp reverted to his position as Second Police Magistrate, relieving Mr. E. D. C. Wolfe, who returns to Taipei.

THE following European telegram has reached official quarters in Tokio:—The Tsar left for Odessa on the 27th ult. for the purpose of bidding farewell to the troops. The transport of the 8th Army Corps was to commence on the 29th. According to the General Staff Office, twenty-four battalions of Siberian Militia have been completely formed.

THE following is the return of visitors to the City Hall Library and Museum for the week ending 9th October, 1904:—

	Library	Museum
Non-Chinese.....	240	89
Chinese.....	87	1,769
Total.....	327	1,858

SOME anxiety was felt, in waterfront circles this afternoon, by the non-arrival of the *Huengshan* at her usual time. We understand that the Chinese brokers who speculated regarding her, were left, and in one or two cases sadly! Captain Boardman tied up at the wharf at five minutes past three this afternoon, and had only to report the fact that his delay was due to the towage of Chinese junks under special charter.

A LISHON despatch states that King Carlos, when opening the Cortes, announced that King Edward and Queen Alexandra had invited him and Queen Marie Amelia to visit them in London in November. King Carlos added that they intended to accept the invitation, because the personal affection of their Majesties, and the close friendship and alliance that exist between the two countries, demanded that they should do so.

Mrs Fletcher, a medical missionary, was walking along Bonham Road last evening when a Chinese youth rushed by and snatched a small bag which was suspended from her waist-belt. The man got away in the crowd, and as the matter was reported to the police it is being investigated. The bag contained a small sum of money, a watch, silver pencil-case, and some letters. This would appear to be a revival of the "bag-snatching," which was so prevalent a year or so ago, but of which no instances have been reported for some time.

THE plans for booking seats for the Pollard's Lilliputian Opera Company opened this morning at the Robinson Piano Company's office in Queen's Road, business becoming brisk at once. This was only to be expected on the return of our little favorites, who are opening with *The Belle of New York*, on the 17th inst., which will be repeated on the 18th, and followed, on the 19th and 20th, by *The Geisha*, and on the 21st, and 22nd by *The Gaiety Girl*, a matinee performance of the latter being given on Saturday, the 22nd inst. at 3.30 p.m.

SNOW had fallen on all the passes between Lhasa and Gyantse, also at Gyantse itself by the 15th ult., and the temperature along the shores of Lake Palti was twelve degrees lower than at Lhasa. The force was able to purchase a certain number of blankets, but the men were without fur coats and other clothing, which were found essential last winter, and if the weather grows much colder the crossing of the Khamba and Karo passes are likely to occasion much suffering. Fortunately a certain amount of warm clothing is stored at Gyantse. With regard to supplies, the force is fairly well provided, but the flour gave out and the troops were eating coarse barley bread.

AT the instance of P. S. Adlington Mr. A. Cunningham, Manager of the *South China Morning Post*, was summoned for causing an obstruction in front of those offices on the 6th inst., by placing bales of paper on the pathway. Defendant stated there was no intention on the part of anyone concerned to cause an obstruction. There was no traffic in that locality to be interfered with as the road is blocked with pumps, heaps of stone, and sand, with several feet of water in the gutter, while the bales, too, were only 3' by 2'. The paper could not be removed that evening as the godown was closed. Mr. Gompertz adjourned the case so that he might have an opportunity of viewing the scene, and satisfying himself as to whether an obstruction has been caused or not.

THE steamer *Hong Mow*, Capt. Dawson, from Swatow for Penang, was detained at Singapore for search because opium was found on board the vessel. It is understood that the Opium Farmer must defray cost of detention if no more opium is discovered among the cargo. Soon after she arrived at Singapore from Swatow the Chinling of the ship brought ashore and handed to Inspector Dooley a quantity of opium valued at \$2,441 which he said the Captain had found in the fore-castle at sea. It was subsequently decided that, on the owners of the *Hong Mow* giving an undertaking of \$150,000 to take her back she could proceed to Penang, and the vessel left at 6 p.m. on Saturday. Inspector Dooley, of the Marine Police, with a number of constables and chinlings going on her.

TELEGRAMS.

THE WAR.

BEFORE PORT ARTHUR.

TWO MONTHS' OPERATIONS.

Mr. M. Noma, Consul for Japan, has kindly forwarded to us the following telegrams:—

TOKIO, 9th October, 8.40 p.m.

The Headquarters at Tokio has issued a summary of the movements of the besieging army at Port Arthur up to the 31st July last, of which the more important items are as follows:—

On the 26th May the Army captured Nanshan, and the day following occupied Nankiang, in consequence of which the enemy in the neighbourhood of Sanshilipu Station, was compelled to retreat to the station and towards Port Arthur.

On the 28th May we captured Linshutun and found that the enemy had destroyed the fort and several buildings together with a part of a wharf. In this engagement we captured four guns, 46 railway carts, and other booty.

By the 29th May we had marched along the heights to about two miles and a half south-west of Sanshilipu, and on the 30th occupied a position in a line from Antsushan (about three miles and a half east of Lonchontsu) to Taitsushan (five miles north-east of Shaopingtau).

In Dalny, the well-built godowns and barracks, numbering about a hundred, besides a telegraph office and station, have not been destroyed. Our booty there included about 430 railway carts, 50 sampans for use at the wharves, about 2,000 tons of coal, and 20,000 sleepers. We found the dock and pontoon in perfect condition, although a considerable portion of the largest wharf had broken and fallen into the sea. A few steam launches were found to have been sunk at the entrance to the dock.

On the 1st June a strong force of the enemy occupied a position near Shiwantai-kou, (some three miles and a half to the south-west of Lonchontsu) and Fensullingsu (about a mile south-west of Antsushan). The scouts of the enemy, seen some thousand metres away from our outposts, were observed to be wearing Chinese costume. They frequently advanced and fired, and it appeared to be their intention to join the Russian Northern Army marching towards the south.

On the 14th June a Russian battleship and two gunboats approached Heishichiu (three miles north-east of Shaopingtau) and bombarded our position for about 40 minutes, and then withdrew to the westward. On the afternoon of the 18th, three Russian ships and eight destroyers appeared in the neighbourhood of Shaopingtau and fired once at our left wing, but immediately afterwards, our fleet appearing, shots were exchanged for half an hour and the Russian boats withdrew to Port Arthur.

The works in the neighbourhood of Shiwantai-kou have been greatly increased, and a tower for a search light has been erected to command our position and the neighbouring coast.

On June 26th we defeated the enemy and captured Waiotshau (a mountain about six miles west of Dalny), Chienshan (a mountain 368 metres high, seven miles south of Lonchontsu, and to the west of Dalny), Shiwantaushan (a height about two miles and a half north of Shaopingtau) and Shaopingtau. By occupying these positions we gained a very great advantage in the protection of Taillenwan; for, besides being able to inspect the enemy's position we had entirely changed the condition of affairs. Our booty included two 6" quick firing guns, and 200 round of ammunition for same.

From the 3rd to the 5th, inclusive, the enemy made a most determined assault with 13 companies of artillery, employing at least 24 guns, eight of which seemed to be modern quick-firers. Their firing was extremely heavy, besides which several sudden attacks were made in addition to night assaults. Sometimes they advanced with their bands playing. The firing was attended with fearful slaughter, the Russians being within 6,000 metres and their aim most accurate. Moreover, on the 4th and 5th July, their fleet bombarded our position, thus making the fighting extremely difficult, though all our troops, including three columns with heavy guns, and marines, fought exceptionally well, thus enabling us to keep our position. It is obvious that it was the enemy's intention to recover the important position at Chienshan, and if possible to upset our establishments at Dalny, and thus retain possession of Port Arthur as long as possible.

On the 7th July, the enemy at Antsushan erected defence works, and on the 8th they bombarded our position. Two days later we sent the twelve guns, captured by us at Nanshan, and six heavy naval guns to the front. On the 12th the enemy again fired at our troops, and on the 17th we defeated one of their companies of artillery, after which they displayed the Red Cross flag to enable

them to remove their dead and wounded, which we permitted them to do.

They again opened fire on the 18th July, and on the 25th our army commenced a prearranged march on the enemy, situated in the neighbourhood of Shiwantai kou, Antsushan. A fearful attack ensued, and despite the heavy firing and determination of our forces we were unable, by sunset on the 27th, to take either of the heights in that neighbourhood.

On the 27th July our left column advanced to the heights east of Tapaishan, one mile north of Longyuto, and attacked the enemy, but our position against the enemy was unfavourable, and they offered a most stubborn resistance. Moreover, at half-past two in the afternoon their flotilla appeared in the neighbourhood of Rhuoto and opened a heavy bombardment, with the result that we had to abandon our advance.

We decided, however, on making a night attack, so at 1 a.m. on the 28th we commenced operations from three sides, and captured the position at 5 a.m. At dawn, on the 28th, we continued the advance, and about 9 a.m. the enemy made a general retreat. At noon we succeeded in capturing the position and following them up, at 4 p.m., occupied the district extending from Changshan lingtau (about two miles and a half north-east of the town of To chong tsu) to In Ming Shi (about six miles north-east of Golden Hill). It appeared that the main body of the enemy had retreated to within the inner defence works at Port Arthur.

The forts occupied by the enemy in the neighbourhood of Shiwantai kou, Antsushan and Tapaishan, were of a semi-permanent nature, and built on precipices and had been erected about two months. They were occupied practically by all available forces at Port Arthur, and were defended by about sixty guns, of which at least four appeared to be siege guns. Judging by the reports from all sides the enemy's casualties, during the fighting on the 26th, 27th, and 28th July were over 1,000. Our booty included two heavy guns, three quick-firing guns and three machine guns.

Early in the morning of the 30th July we approached, under cover of the darkness, close to the enemy's lines, and at dawn opened fire, and after a hard fight succeeded, at 11 a.m., in capturing a position comprising the whole of the heights south of To chong tsu to that of Taikoshan.

The enemy retreated into the forts at Port Arthur from which they subsequently discharged small guns.

At the engagement the enemy left about 100 corpses on the field.

Shortly afterwards we commenced besieging the port, our army having reached to within three or five miles of the town. On the 31st July, the enemy again commenced bombarding us with heavy guns.

IMPERIAL DECLARATION.

Peking, 11th October, 12.52 a.m.

Following is the text of an Imperial Declaration issued by our Government at Tokio on the 10th inst.:—"The loyalty and gallantry which our army and navy have constantly displayed since the outbreak of the present war and the untiring efforts which our officials and our people have put forth in obedience to our commands, have resulted in the present satisfactory development. Nevertheless the high task before us requires a further prolonged effort, and it is our desire that all should continue their devoted exertions with increased energy and untiring perseverance so as to attain our final object."

THE WEATHER.

The following report is from Mr. J. I. Plummer, Chief Assistant of the Hongkong Observatory:—

On the 11th at 11.30 a.m. The barometer has risen slightly throughout China and in the Philippines and has fallen in N. Japan.

The greatest pressure is still over China, to the north of the Yangtze valley, and the least in the Pacific, east of the southern Philippines.

Fresh to strong monsoon prevails along the entire coast of China and over the greater part of the China Sea.

Forecast:—Fresh N.E. winds, fine.

A VERY unusual ceremony was performed at the Buddhist Mission, in Havelock Road, Singapore the other morning. The occasion was the first anniversary of the founding of the Buddhist Mission in Singapore, and it was also the first occasion on which a European resident of the settlement was ordained into the Holy Brotherhood. The Buddhist Mission building is a comfortable-looking little place perched on a shady hill a little beyond the Police Station on the left hand side of the road. A number of friends, including a few Europeans, had been invited by the Lord Abbot, the Right Rev. U. Dhammaloka to witness the ceremony.

SHIPPING AND MAILS.

MAILS DUE.

Australian (*Titan*) 31st inst.

Canadian (*Tartar*) 14th inst.

American (*Korea*) 18th inst.

Indian (*Kuanyang*) 20th inst.

Canadian (*Empress of India*) 24th inst.

American (*Sibiria*) 4th prox.

TELEGRAMS.

(Route's.)

Russia.

LONDON, 9th October.

The Tzar, the Tsaritsa, and the Tsarevitch have arrived at Reval.

The War.

General Kuropatkin has issued a general order to the troops in which he justifies the retreat to Mukden, on the ground of insufficiency of strength. He announces that the Emperor is inflexibly determined to conquer; and that he is sending adequate reinforcements. He intimates that the time is approaching to assume the offensive.

The Russian Baltic Fleet.

The captain of a German collier at Las Palmas, states that the Hamburg America Line has chartered 42 steamers to coal the Baltic fleet, of which a dozen or more will go to Las Palmas.

British Naval Movements.

The cruiser *Aurora* will leave Gibraltar for Las Palmas on the 18th instant.

Bye Election.

Mr. Harry Marks (Conservative) has been elected for the Isle of Thanet.

The Japanese House Tax.

A meeting of the Hague Convention, re the Japanese house-tax, is fixed for the 21st November.

Sub-Marines for the Far East.

The German socialist papers, usually well informed, announce that sub-marines, also naval engines and machinery, are being made at Seltin and Kiel for Russia.

The *New York Herald* reports that five sub-marines have been shipped from the Pacific coast, presumably for Japan.

(N. C. Daily News.)

Financial Expedients in Japan.

Tokio, 6th October.

The Premier, as already announced, addressed the meeting of Governors yesterday, and the Finance Minister entertained them at tiffin to-day. He said that he was satisfied with the successful flotation of the last two series of exchequer bonds, and hoped for the same result for the forthcoming issue of eighty million yen. He defied any anxiety as to the economic conditions. There had been no considerable increase in the currency, but the export trade was vaster than in 1903.

The expenses in 1905 would be greater than in 1904, though he was unable to make a definite statement. Increased taxation would be resorted to, but there was a limit to its resources, and it would be necessary to raise the bulk of the necessary funds by the issue of public bonds. He urged local economies and the encouragement of foreign trade.

(Kobe Herald.)

Port Arthur's Desperate Plight.

London, Sept. 28th.

According to a report from Viceroy Alexeeff, Port Arthur is now terribly menaced by the attacking force. The garrison sustained considerable losses during the fighting last week. There is abundance of provisions, but ammunition is certainly scarce. The guns have been much injured by constant use. All other details are kept secret.

Accurate Information for Russia.

Grand Duke Nicholas has left for the Far East. The pretext given for his departure is that he is going to inspect the troops, for the purpose of obtaining accurate information concerning the Russian position in Manchuria for the Tzar.

Vladivostok Commander Re-called.

A St. Petersburg telegram says that Admiral Besobrazoff, Commander-in-Chief of the Vladivostok Squadron, has been called back.

A Warning.

The *Russ* has warned Russia not to underestimate the military power of Japan.

Korea.

Chemulpo, 29th September.

Mr. Megata, Financial Adviser to the Korean Government, arrived here to-day by the *Ohia*. Mr. Hayashi, Japanese Minister at Seoul, and Mr. Hagiware, Chief Secretary to the Minister, came here to receive him. Mr. Megata will go to the capital to-day.

THE Japanese Minister, who for several years past has spent the summer months at various Thames-side resorts, has been staying this year at Richmond. His Excellency was unable to go farther away owing to the course of events in the Far East, but at Richmond it was of course, possible for him to be in constant touch with the Legation in Grosvenor Gardens. For twelve months the members of the secretarial staff in London have been working at high pressure, and holidays have been quite out of the question. Since the outbreak of the war an immense number of cablegrams has passed between the Foreign Office at Tokio and the Minister in London, and the work of decoding these alone has been a task of very considerable magnitude. In the principal room at the Legation the click of the typewriter may be heard all day long, and a tape machine, which has recently been placed there, given an additional air of business to the general surroundings.

THE WAR.

THE SIEGE OF PORT ARTHUR.

MINES SET ADRIFT BY A STORM.

A despatch from Sasebo, dated Sept. 28th states that Port Arthur was visited by a strong gale on the 18th. Large numbers of Russian marine mines, imperfectly laid, were driven into the open sea. On the 22nd, besides four mines which exploded by themselves, over twenty mines were removed by the Japanese warships. In fact, they were scattered over the whole of the Yellow Sea.

It is reported that, on the 21st inst., some Russian warships appeared outside the port, with a view, it is supposed, of attempting an escape, but, on seeing the Japanese warships, they returned inside.

It is also reported that sounds of heavy firing were heard on the land side of Port Arthur from the 19th ult. to the 21st.

THE ELECTRIC DEFENCES.

A report from Moji states that in the western part of Port Arthur there is a powerful fortress called 'Toessel', where the Russians intend to make a final stand. Many of the Russian shells recently fired from Port Arthur had failed to explode, and on examination it was found that the shells were filled with inferior material, thereby rendering them almost harmless. From this it is presumed that the Russians are short of gunpowder. The electric current connected with the wire entanglements outside the forts has a power of 5,000 volts, and it is stated that the entrenchments are protected by armour-plate and concrete roofs.

THE SEAMY SIDE.

The following extract, from the *Korea Daily News*, of fighting at Laoyang, shows the seamy side of war:—

On Monday morning General Kuroki rode forward to the hill above Haiyental, through Chinese villages whose only inhabitants were wounded Russian soldiers, past the funeral pyres of the cremated dead and many hastily made graves. After traversing fields which the contending armies had trampled into bogs the staff reached the hill where the sight that met their gaze was one which has seldom been equalled in the history of war.

From the hill-top, which was less than a quarter of a mile long, ravines led in all directions to the plains below. The sides of the hill were honeycombed with trenches, counter-trenches and rifle pits. Near the summit there lay in the sun the blackened and bloated corpses of two hundred Russians who had apparently been shot down when almost within reach of their goal. The hill was everywhere dented and furrowed by shell, and fragments of steel from exploded missiles strewed the ground. The battlefield was littered with rifles, twisted bayonets, cooking pots all shattered out of recognition by the Japanese shell fire. Several broken drums lay about, and blood was everywhere. Upon the blood-soaked turf lay caps and uniforms all torn and riddled by shot and shell and covered with blood.

Bullets strewed the ground and the whole scene was one of such bloody carnage that it is impossible to believe that such desperate fighting has ever before occurred.

THE BALTIC SQUADRON.

The following telegram has been received in official quarters in Tokio:—

With regard to rumours current in Paris that the Baltic Squadron returns to Kiel and will coal there, the *Kölnische Zeitung* writes, apparently on official authority, that Russia has been informed that in the exercise of German neutrality the Baltic Squadron cannot be allowed to pass the Kiel canal and therefore there is no reason for its return. The squadron will certainly go by the Great Belt. As for the question whether belligerent ships shall receive coal in German ports it is for the German Government to decide, and as that Government has already informed Russia, it will go to extreme lengths to observe the obligations of neutrality. Of course coaling at sea is a matter beyond the reach of observation and legitimate action.

RUSSIAN ADVANCE GUARDS.

The following telegram has been received at the Tokio Foreign Department:—The enemy's advance guard detachment, consisting of one Infantry battalion and two Cavalry squadrons, began on Sept. 25th an offensive movement, probably for reconnoitring, in the region between the Mandarin road and the heights surrounding Tumisa village. This movement was checked by our troops. The enemy retired along the whole line, pursued by our Cavalry. No advance of the enemy north of Dawan, on the left bank of the Liao, but a strengthening of the Japanese forces in the neighbourhood of Shanchan has been perceived, also their Cavalry have made an appearance in the valley of the Pouho.

A DEPARTMENT inquiry is proceeding at the Admiralty, in which some of the most distinguished authorities in the Service are taking part, as to the relative advantages of a battleship and a first-class cruiser. The point is what superiority the battleship, with its slow movement, would have with its heavier armament, against the alert and mobile cruiser? The cruiser would probably have a quicker delivery of fire to the extent of at least two to one. Would this equalise the weight of metal thrown by the battleship? Upon the answers to this question the future of shipbuilding to a large extent depends. It is at least an evidence of the trend of opinion that we are building more first-class cruisers than before.

DEATH OF CAPT. RAWCLIFFE.

It is with much regret that we have to announce the death of Capt. Henry Rawcliffe, of the Admiralty Extension Works' dredger *St. Enoch*, which took place suddenly last night, the deceased being found dead in his hammock on board this morning. The cause of death is believed to be heart disease. Captain Rawcliffe was a very well-known and popular figure about Hongkong, and was a very valued servant at the Admiralty Works, having had considerable experience in dredging operations for many years past, on the Manchester Ship Canal, the Admiralty Works at Gibraltar, the Dockyard Extension at Portsmouth, and in Weihaiwei. In the heat of health and spirits at 9.30 last night, he was talking to some friends just before going on board, and it came as a shock to them to hear of his sudden death so soon after. The widow left Hongkong only three months ago for England, and was to have been followed early next year by her husband on completion of his contract. A post mortem examination will be held to-morrow, and the funeral will take place in the afternoon, starting from the mortuary for the Happy Valley at 5 p.m. As a token of respect to his memory the work will be closed during the afternoon.

CANTON NOTES.

(From Our Own Correspondent.)

FIRES.

Canton, 10th October.

Canton seems to have fallen on evil times. There have been three very destructive fires within two weeks. The burning of the Oil Godowns was followed by a large blaze on the Honam side to the east of the city. Over 100 houses were burned. On Saturday night last a fire broke out in Thirteenth Street, near Thirteen Hongs, and many houses were burned. The fire raged fiercely for some hours.

Another correspondent writes that a fire broke out on the 8th at 8 p.m. at the rear of the Custom House, and burned for three hours before it could be got under control. The famous eating-house, known as the Hang Fang, and the well-known bakery, Kau Yu, were destroyed together with many smaller shops. Fortunately, the eating-house and bakery were covered by insurance. It is believed that the outbreak originated in a tin-shop by the over-heating of a soldering iron which put a quantity of resin on fire, and during the excitement which ensued some kerosene was upset and burst into flames. The total damage is at present unknown.

A NEW COLLEGE.

The thirst for Western learning is still very evident among the Cantonese. Changes are taking place which would have seemed impossible a few years ago. The latest move, and one very much to the credit of the Chinese, is the opening of a college in the Examination Hall. Those who have visited this hall, or halls, in former days must have been struck with the dilapidated appearance of the place. The buildings were falling to ruin and repairs were never dreamed of. Now the inner buildings have been swept and garished. Much of the rubbish has been carried away. Doors have been repaired, painted white, and the whole place has a fresh appearance. Six or seven teachers have been engaged, and a hundred or more young men are trying to gain a little knowledge of English and some other elementary studies. If all the schools in Canton could be put under proper management much more good could be done. However, the Chinese seem determined to work out their own salvation and they should be encouraged.

THE SMUGGLING OF RIFLES.

The Waiwupu seemingly knows nothing about the shipment of arms and ammunition into Canton by German firms. It may be true that the such firms are not guilty, or not the only guilty ones. This is not so important as is the fact that arms and ammunition are being sent into Kwangtung and Kwangsi by the shipload. Perhaps not a week passes without hundreds, yes, thousands, of rifles pass up the river. Where they go to only those in the secret know. But that the rifles pass on is known to a good many people. Sometimes they are shipped to officials, and the papers seem to be all right for transit passes. But that the rifles are not to be used for the Government seems to be well understood. One rumour, which appears to have some truth about it, is that the Triad Society is importing arms. There is no doubt that the Triad Society is unusually active. In some sections of the country the officials are powerless to cope with them. Meetings are held regularly and with no attempt at secrecy. The number of members belonging to the society in different places is well known. Yet the magistrates are helpless. The soldiers have been sent to Kwangsi, and the few that are left are not sufficient to attempt the arrest of any members of the Triads. It is said that the Triads are waiting to see the outcome of the Viceroy's visit to Kwangsi before taking up arms. A defeat of the Viceroy's troops would encourage the Triads. Rumours of uprisings occur annually as the year draws to a close, so we should not be over-much disturbed by rumours of unrest.

THE Osaka market for cotton shirtings useful for the Army, which at one time rose considerably so that prices were doubled in consequence of the scarcity of stock, declined by 30 to 40 sen per piece of 24 yards on the 26th. The decline was due to the circulation of a report that the Mitsui Bussan Kaisha had purchased considerable stock at Shanghai, Hongkong, and Singapore, and also to the falling off of the Army requirements. There was a further decline of 40 to 50 sen on the 27th. The peony brand of calico produced by the Mie Spinning Company, which at one time rose to 4.50 per piece, was quoted at 3.30 to 3.35 on the 27th without buyers. —*Kobe Chronicle*.

THE WRECKED CHINESE CRUISER.

Work is still proceeding on the wreck of the Chinese cruiser *Hsin Chi*, which was wrecked some time ago at the Elliott Island. All the small guns have been recovered, besides eleven of the big guns. It is hoped to bring up all the gun platforms in a few days. At the present time heavy seas are continually washing over the wreck. Some additional wrecking apparatus was taken out to the vessel the other day, reports the *Shanghai Mercury*. A Norwegian steamer is expected in Shanghai in two weeks from Europe and a final effort will be made to float the vessel, which if successful, will betaken to one of the local docks for repairs.

FATAL FIGHT BETWEEN BLUE JACKETS.

A BRITISH SAILOR KILLED.

Hankow, 3rd Oct.

Our sleepy little place has been rudely awakened and stirred to the depths by a sad tragedy which was enacted in the German Concession last night, the more sad and reprehensible in that it is sure to stir up strong feelings of bitter hatred against all who are connected with the guilty parties. There is a good deal of human nature in man, and it would certainly be utterly contrary to human nature to suppose that even that generous, hearty, impulsive creature, the British blue-jacket, beloved of all who really know him, well, is likely to forget the incident in a hurry.

There had been various petty quarrels during the past few days between British and French sailors belonging respectively to the *Fearless* and *Bramble*, and the *Lion* and *Delcide*, whenever they met on shore, but nothing of any serious nature was apprehended, or the commanders would certainly have taken care that their respective crews should not be ashore at the same time. About 6.30 p.m. yesterday four blue-jackets of the *Bramble* were quietly enjoying themselves in the bar-room of the Colonial Hotel in the French Concession, when some 15 French sailors rushed in and attacked them. Chairs were broken up and used as weapons, and presently the whole excited crowd swarmed into the road and continued the fight, knives were drawn by the French sailors and two of the British sailors were rather badly cut. Reinforcements arrived in the shape of five lusty residents, and this caused the French sailors to beat a hasty retreat to another hotel a few hundred yards away. The residents succeeded without much difficulty in pacifying the blue-jackets.

While this incident was taking place some six blue-jackets of the *Fearless* and *Bramble* were sitting in the "Bar-of-all-Nations" on the German Concession, amicably fraternising with an equal number of French sailors. About 8.45 p.m. there was a hurried rush, and ten French sailors tumbled in, some of them the worse for wear and evidently some of the party who had already made trouble two hours before. They at once commenced to quarrel with the British sailors and wanted them to fight, in spite of the remonstrances of their own mates who had been so friendly with the British. The whole crowd ran out on the road when one of the French sailors seized a British blue-jacket by the collar and stabbed him from behind in the right cheek. The unfortunate man fell to the ground, and his assailant deliberately stabbed him in the throat, just above the left collar-bone, the knife plunging deep into the left lung. The French sailors at once took to their heels, and the British carried their unfortunate comrade (a stoker on H.M.S. *Bramble*) to the house of Dr. Rose, but the poor fellow was already in a dying state from loss of blood, and expired almost immediately. The body was removed to the mortuary at the Cemetery, and left there for an inquest to be held to-day, and the funeral will take place to-day, at 5 p.m.

The one fact which stands out prominently is the use of the knife, and the criminal laxity of discipline which enables French sailors to go round at large with such a deadly weapon in their possession. In no other navy is such a thing permitted, but personal observation satisfied me during the recent visit of the French Admiral that nearly every French sailor carried a sheath-knife, and what can be more dangerous and conducive to bloodshed than one of those terrible weapons in the hands of a hot-headed man, still more inflamed by absinthe! Surely this dreadful affair will induce the French naval authorities to issue some stringent orders on the subject? H. M. S. *Fearless* and the two French gun-boats were to have left to-day for Shanghai, but this fatality has detained them, and every one is eager to know what steps are being taken by the respective commanders to discover the parties concerned in what cannot be called other than a brutal murder.—*China Gazette*.

NEW ENGINEERING WORKS AND SLIPWAY AT SANDAKAN.

The China-Borneo Company, Limited, of Sandakan have completed their engineering works, and patent slipway. The slip is capable of taking up vessels not exceeding 140 feet in length and 400 tons in weight. The establishment is under the supervision of a European engineer, and every facility exists for the prompt execution of all kinds of engineering and shipbuilding work.

It is learned from an official source that various new regulations affecting the Consular service will probably be put into operation at the close of the present year. They will be largely based upon the report of the Committee, issued last winter, appointed to inquire into the constitution of the service. Lord Lansdowne, it is understood, would have carried out some of the proposed reforms months ago but for the opposition offered, on the ground of extra expense, by the Treasury.

CRICKET NEWS.

A match has been arranged for next Saturday, 15th instant, commencing at 11 a.m., between the following teams, with the object of testing the capabilities of the players eligible to be chosen to represent Hongkong in the Interport Cricket Week, and players are asked to notify the Secretary if they are unable to take part in the game:—

Messrs. R. Hancock (Captain), J. T. Dixon, F. E. Pearce, Walter Dixon, Lt. De Paris, R.N., Lt. Airy, Major Chichester, Capt. P. G. Davies, Mr. C. H. Soper, Major Mosse, Messrs. R. E. O. Bird, A. O. Lang, A. R. Lowe and A. MacKenzie.

Messrs. T. Sercombe Smith (Captain), P. M. Heath (114 Mahatmas) H. Hancock, W. E. Dixon, Horsey, R.N., Capt. Harris R.N.A., Messrs. A. G. Ward, Burnie, F. Maitland, J. Clark, Dr. Forsyth, Sgt. Major Webb, Messrs. Daniel and C. H. Mockett.

The teams are 14 a-side, but only 11 men are to field at one time.

THE INTERPORT CRICKET COMPETITION.

The team selected to represent Shanghai in the Interport Shooting Match fired off their course yesterday afternoon at the Range, says the *N. C. D. News* of 7th inst. A lot of wind prevailed most of the time, but the light was very good on the whole, and some good scores were made. Between the third and fifth shots at the 600 yards' range the presence of a *mirage* caused trouble—all the score cards showing inners or mags at this point. Mr. C. Hill did some remarkable shooting, his first thirteen shots being all bulls.

Capt. Boisragon captained the team. Sergt-Major Rundle was in charge of the Range, and H.M.S. *Iphigenia* supplied the scorers. Capt. Watson represented Shanghai; Mr. H. J. H. Gripp, Singapore; Major Brodie Clarke, Hongkong; and Lieut. Carr, R.E., Penang.

Scores from other ports have not yet been received. Last year's scores read as follows:—

1903.—Singapore 927
Shanghai 915
Hongkong 891

Appended are yesterday's scores:—

Messrs.	200 yds.	300 yds.	400 yds.	500 yds.	600 yds.	Total.
C. Richard (Artillery).....	33	33	29	95		
F. H. U. Aldridge (L.H.).....	32	32	30	94		
C. Hill ("B" Co.).....	35	32	26	93		
J. E. Watson (Maxims).....	29	33	30	92		
F. Mellowes (Artillery).....	32	30	30	92		
E. H. Lynch (Artillery).....	34	33	25	92		
J. Welch (R.N.).....	31	31	29	91		
C. Dewing (Police).....	31	29	30	90		
W. O. Lancaster ("A" Co.).....	31	29	30	90		
T. Wilson (Police).....	25	30	24	79		
Total						908

COMMERCIAL.

Advices dated from Shanghai on 7th inst., state:—Business reported:—Tugs at Tls. 47 "ord." Indo-Chinas at Tls. 95 for December. Farnham, Boyd's at Tls. 180 1/2/180 1/2/176 1/2 for December, and Tls. 182 1/2/176 1/2 for January. Chinese Engineering and Mining Co. at Tls. 7 1/2. Sumatras at Tls. 66 for October. Maatschappij, at Tls. 310 for October and Tls. 320 for December. Colonies at Tls. 21. Astors at \$27. Telephones at Tls. 68. Business done direct:—Shanghai and Hongkong Wharfs at \$12 1/2. Indo-Chinas at Tls. 93 1/2 for October and Tls. 95 1/2 for December. Farnham, Boyd's at Tls. 175 cash, Tls. 177 for October and Tls. 180 for December. Wei-hai-wei Golds at \$24 1/2 for December. Astors at \$27. Hall and Holtz at \$31. Telephones at Tls. 68. Gas at Tls. 102 1/2.

To-day's Advertisements.

PHEASANTS.

A SHIPMENT expected to-morrow. DELIVERIES the day after.
THE DAIRY FARM CO., LTD.,
Frozen Food Supply Dept.
Hongkong, 11th October, 1904. [1126]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING,"

Captain J. G. Spence, will be despatched for the above Ports, on TUESDAY, the 18th instant, at 3 P.M.

For Freight or Passage, apply to
DAVID SASSOON & Co., LIMITED,
Agents.
Hongkong, 11th October, 1904. [1123]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"LIGHTNING,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after the 13th inst. at 2 P.M., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by the Undersigned.
DAVID SASSOON & Co., LIMITED,
Agents.
Hongkong, 11th October, 1904. [1123]

To-day's Advertisements.

THEATRE ROYAL, CITY HALL.

COMMENCING MONDAY, OCTOBER 17TH.

POLLARD'S LILLIPUTIAN OPERA COMPANY.

MONDAY, October 17th, and TUESDAY, October 18th,

"THE BELLE OF NEW YORK."

WEDNESDAY, October 19th, and THURSDAY, October 20th,

"THE GEISHA."

FRIDAY, October 21st, and SATURDAY, October 22nd,

"A GAIETY GIRL."

SATURDAY AFTERNOON, October 22nd, at 3.30 P.M.,

GRAND MATINEE,

"A GAIETY GIRL."

Plans Open TO-DAY (TUESDAY), the 11th October, at the ROBINSON PIANO COMPANY.

Hongkong, 11th October, 1904. [1124]

PRELIMINARY NOTICE.

K. TAMAMURA.

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A FINE DISPLAY

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GODOWNS: PRAYA EAST.

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Hongkong, 11th October, 1904. [1956]

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MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUK
GLASGOW and LIVERPOOL	"JASON"	11th October.
GLASGOW and LIVERPOOL	"AGAMEMNON"	22nd October.
GLASGOW and LIVERPOOL	"PYRRHUS"	27th October.
GLASGOW and LIVERPOOL	"VANGTSE"	29th October.
GLASGOW and LIVERPOOL	"DARDANUS"	5th November.
GLASGOW and LIVERPOOL	"NINGCHOW"	11th November.

S.S. "JASON" left Singapore at 5 p.m. on the 6th inst., and is expected here on the 11th, p.m.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"PATROCLUS"	11th October.
* GENOA, MARSEILLES & L'POOL	"ACHILLES"	22nd October.
LONDON, AMSTERDAM & ANTWERP	"PINGSUEY"	25th October.
LONDON, AMSTERDAM & ANTWERP	"MACHAON"	8th November.
LONDON, AMSTERDAM & ANTWERP	"JASON"	22nd November.
* GENOA, MARSEILLES & L'POOL	"AGAMEMNON"	22nd November.

* Taking Cargo for Liverpool at London Rates.

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FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"VANGTSE"	1st November.

For Freight, apply to

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Hongkong, 8th October, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI, NINGPO and SHANGHAI	"KWEIYANG"	12th October.
CHINKIANG	"WHAMPOA"	12th "
SWATOW, CHEFOO, NEWCHWANG, and TIENSIN	"NINGPO"	12th "
KOBE	"CHIHLI"	13th "
AMOI and SHANGHAI	"TOHANG"	24th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIWAN"	15th "
	"TAIYUAN"	27th "

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steamers, which are fitted throughout with Electric Light. Unrivalled table. A daily
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Hongkong, 11th October, 1904.

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Light—Perfect Cuisine—Surgeon and Stewards carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (direct)	SATURDAY, 15th Oct., at 10 A.M.
RUBI	2540	R. W. Almond	"	SATURDAY, 22nd Oct., at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 8th October, 1904.

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THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sall on
"NUMANTIA"	4,370	Bahle	October 27th, 1904.
"ARABIA"	4,483	Schmidt	November 19th, "
"ARAGONIA"	5,198	Schmidt	December 13th, "
"NICOMEDIA"	4,370	Wagner	"

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Captain Page, will make an EXCURSION
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"Pursuivant" wharf at Macao.

FARE:

1st Class Single Ticket \$2.00, with Cabin \$3.00
" Return " \$3.00, " \$5.00
Tiffin and Dinner may be had on Board
at \$1 each meal.YUK ON & CO., LD.
S. A. NORONHA,
Macao Agent.

Hongkong, 2nd September, 1904.

HONGKONG-CANTON LINE.

THE British Steamship

"YING KING,"

Captain E. I. Page, of 1,088 tons, Registered,
is the newest, fastest, and most luxuriously fur-
nished steamer on the line and is lighted
throughout with Electricity; hot and cold water
service. The cuisine is unexcelled.Leaving Hongkong every MONDAY,
WEDNESDAY and FRIDAY EVENING,
at 9 P.M. and returning from Canton every
following evening at 5 P.M.1st Class.....\$3.00 for Single Journey,
2nd ".....1.50 " "
Meals.....1.00 each.
The steamer's wharf is at the Western end
of Wing Lok Street.YUK ON S.S. CO., LD.,
No. 216, Wing Lok Street.
WENDT & CO.,
Canton Agents.

Hongkong, 24th June, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES.

From 1st January, 1904.

ALSO REDUCED FARES TO
MANILA AND RETURN.STEAMERS fitted throughout with Electric
Light, First Class Accommodation. Un-
rivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,

Agents.
Hongkong, 1st February, 1904.

STEAM TO CANTON.

THE New Twin Screw Steamers

Tons	Captain
"KWONG CHOW".....1,309	J. P. MARTIN.
"KWONG TUNG".....1,238	H. W. WALKER.

Leave Hongkong for Canton at 8.30 Every
Evening (Saturday excepted).Leave Canton for Hongkong about 5 o'clock
Every Evening (Sunday excepted).These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity.Passage Fare—Single Journey.....\$4
Meals.....(Each) 1The Company's Wharf is a Short Distance
West of the Harbour Master's Office.SHU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.
Hongkong, 17th February, 1904.NAVIGAZIONE GENERALE ITALIANA,
(Florio and Rubattino United Companies).STEAM FOR
BOMBAY VIA SINGAPORE AND
PENANG.Having connection with Company's Mail
Steamers to ADEN, SUEZ, PORT SAID,
MESSINA, NAPLES, LEGHORN
and GENOA.

ALSO

VENICE and TRIESTE, all MEDITER-
RANEAN, ADRIATIC, LEVANTINE,
and SOUTH AMERICAN PORTS
up to CALLAO.Taking Cargo at through Rates to PERSIAN
GULF and BAGDAD, also BARCE-
LONA, VALENCIA, ALICANTE,
ALMERIA and MALAGA.

THE Steamship

"CAPRI,"

Captain Belsito, will be despatched as above,
on SATURDAY, the 15th instant, at Noon,
instead of as previously advertised.At BOMBAY, the Steamer is discharging in
VICTORIA DOCK.For further Particulars regarding Freight
and Passage, apply toCARLOWITZ & Co.,
Agents.
Hongkong, 10th October, 1904.BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FOR AMOI, STRAITS AND RANGOON.

THE Company's Steamship

"PUNDUA,"

Captain Thomson, will be despatched as above,
on SUNDAY, the 16th instant, at Daylight.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
Agents.
Hongkong, 10th October, 1904.AMERICAN ASIATIC STEAM-
SHIP COMPANY.

FOR NEW YORK via SUEZ CANAL.

THE Steamship

"CLAVERBURN,"

Captain Parker, will be despatched for the
above Port, on or about TUESDAY, the 18th
October.

For Freight, apply to

SHEWAN, TOMES & Co.,
General Agents.
Hongkong, 15th September, 1904.DAMPFSCHIFFS RHEDEREI "UNION"
ACTIEN GESELLSCHAFT,
HAMBURG.

FOR NEW YORK.

THE Steamship

"ALBENGA,"

Captain Petersen, will be despatched for the
above Port on or about WEDNESDAY, the
15th instant.

For Freight, apply to

CARLOWITZ & Co.,
Agents.
Hongkong, 4th October, 1904.REGULAR STEAMSHIP SERVICE
TO NEW YORK.

via PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

1904. About

"ST. HUGO".....15th November.

For Freight and further information, apply
toDODWELL & Co., LIMITED,
Agents.
Hongkong, 15th October, 1904.

Shipping—Steamers.

IMPERIAL GERMAN MAIL LINE.
NORDDEUTSCHER LLOYD, BREMEN.STEAM FOR
SHANGHAI, NAGASAKI, HIOGO AND
YOKOHAMA.

THE Imperial German Mail Steamship

"PRINZESS ALICE,"

Captain P. Weitin, due here with the outward
German Mail about TUESDAY, at 5 P.M., will
leave for the above places about 12/24 hours
after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, 8th October, 1904.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on
Week Days, at 7.30 A.M. and on Sun-
days at 8.30 A.M. Departs from Macao on Week
Days about 2 P.M. and on Sundays at 7.30 P.M.FARES.—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$5; 2nd Class, \$1; 3rd Class, 50 cents.Every Sunday will be an Excursion, at the
following rates:—1st and 2nd Class, Single
Ticket, \$1; Return, \$2; 3rd Class, Single, 30
cents, Return, 50 cents; Steerage, 10 cents.TIPPIN and DINNER can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$1.On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$3
extra.First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.The Steamer will shortly be lit throughout
by Electricity.The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.MING ON & Co.,
2nd Floor, No. 16, Victoria Street.
Hongkong, 6th October, 1904.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"COROMANDEL,"
FROM BOMBAY, COLOMBO AND
STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out, mark by
mark, and delivery can be obtained as soon as
the Goods are landed.This vessel brings on Cargo:—
From London, &c., ex S.S. "Oceana."
From Australia, ex S.S. "Marmora."
From Calcutta, ex S.S. "Palma."
From Persian Gulf, &c., ex B. I. S. N. and
B. & P. S. N. Co.'s Steamers.Optional Goods will be landed here unless
instructions are given to the contrary before
5 P.M., TO-DAY.Goods not cleared by the 13th instant, at
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an
appointed hour.All Claims must be presented within ten
days of the steamer's arrival here after which
they cannot be recognised.No Claims will be admitted after the Goods
have left the Godowns.E. A. HEWETT,
Superintendent.

Hongkong, 6th October, 1904.

OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship.

"COPTIC,"

The above Steamer having arrived, Consig-
nees of Cargo are hereby requested to send in
their Bills of Lading for countersignature, and
to take immediate delivery of their Goods from
alongside.Cargo impeding discharge and undelivered
by MONDAY, the 10th instant, at 5 P.M., will
be landed and stored at Consignees' risk and
expense.

No Fire Insurance will be effected.

E. W. TILDEN,
Agent.

Hongkong, 7th October, 1904.

For Sale.

FOR SALE.

INCANDESCENT
GASOLINE
LAMPSOF ALL DESCRIPTIONS,
from the best makers.INCANDESCENT
MANTLES,
CHIMNEYS,
GLOBES,
SHADES, &c.,
forGASOLINE AND GAS
LAMPSat the most moderate
prices.Lamps fixed up for
Buyers free of charge.Naphtha of the best
kind kept in stock.TAT KOWNG CO.,
36, Lyndhurst Terrace,
Hongkong, 2nd May, 1904.

Mails.

COMPAGNIE DES MESAGERIES
MARITIMES.
PAQUEBOTS—MORIS, LA ANCAIS.

NOTICE.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERRY, CALCUTTA,
BOMBAY, ADEN, DJIBOUTI, EGYPT,
MARSEILLES, MEDITERRANEAN AND
BLACK SEA PORTS, LONDON,
HAVRE, BORDEAUX.

ALSO!

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 18th October, at
1 P.M., the Company's Steamship
"SALAZIE," Captain Nègre, with Mails,
Passengers, Specie and Cargo, will leave
this Port for MARSEILLES, via Ports of
Call, WITHOUT TRANSHIPMENT.This Steamer connects at COLOMBO with
the Australian Line S.S. "Caledonia" bound for
MARSEILLES via BOMBAY and ADEN.Cargo and Specie will be registered for Lon-
don as well as for Marseilles, and accepted in
transit through Marseilles for the principal
places of Europe.Shipping Orders will be granted till NOON
only on MONDAY, the 17th October, Specie
and Parcels received until 4 P.M. on the same
day. No Cargo will be received on board on
TUESDAY.Parcels are not to be sent on board; they
must be left at the Agency's Office. Contents
and Value of Packages are required.For further Particulars, apply at the Com-
pany's Office.L. BRIDOU,
Acting Agent.

Hongkong, 5th October, 1904.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN and SOUTH AFRICAN Ports.)

THE Steamship

"MALTA,"

Captain R. A. Peters, carrying His Majesty's
Mails, will be despatched from this Port
BOMBAY, on SATURDAY, the 22nd October,
at Noon, taking Passengers and Cargo in the
above Ports in connection with the Company's
S.S. "Britannia," 6,525 tons, from Colombo,
Passengers' accommodation in which vessel is
secured before departure from Hongkong.Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. "Mongolia,"
due in London on the 4th December, 1904.Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 8th October, 1904.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA.

via

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
Lyra	4,417	G. V. Williams	Oct. 20
Hyades	3,753	Geo. Wright	"
Platades	3,753	F. G. Farnington	"
Tremont	5,660	T. W. Gallick	"

† Cargo only.

Steamers marked (*) have no second-class
passenger accommodation.

FOR MANILA.

The largest, steadiest, and most comfortable
steamer for Manila.CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.The twin-screw S.S. "Shawmut" and "Tremont"
have just been fitted with very superior accom-
modation for first and second class passengers.
The large size of these vessels ensures steady-
ness at sea. Electric fan in each

Intimation.

CHAZALON & CO.

WINE AND SPIRIT MERCHANTS,
AND
GENERAL STOREKEEPERS,
(SUCCESSORS TO G. GIRAULT)
6, QUEEN'S ROAD CENTRAL.

We wish to inform the Hongkong Public that, as we are supplied with WINES and SPIRITS direct from the Growers in France, we are in a position to supply these requisites of the best quality and at the lowest possible prices, thus defying competition.

EXCEPTIONAL SAMPLE OFFERS.

Offers are made of Sample Cases of a dozen quart bottles each, containing the following:—

- 3 qt. bots. Bordeaux.
- 3 " " Beaujolais (Burgundy).
- 3 " " Vin Rosé.
- 3 " " Pommard (Superior Burgundy).

at the exceptional price of \$12 per case.

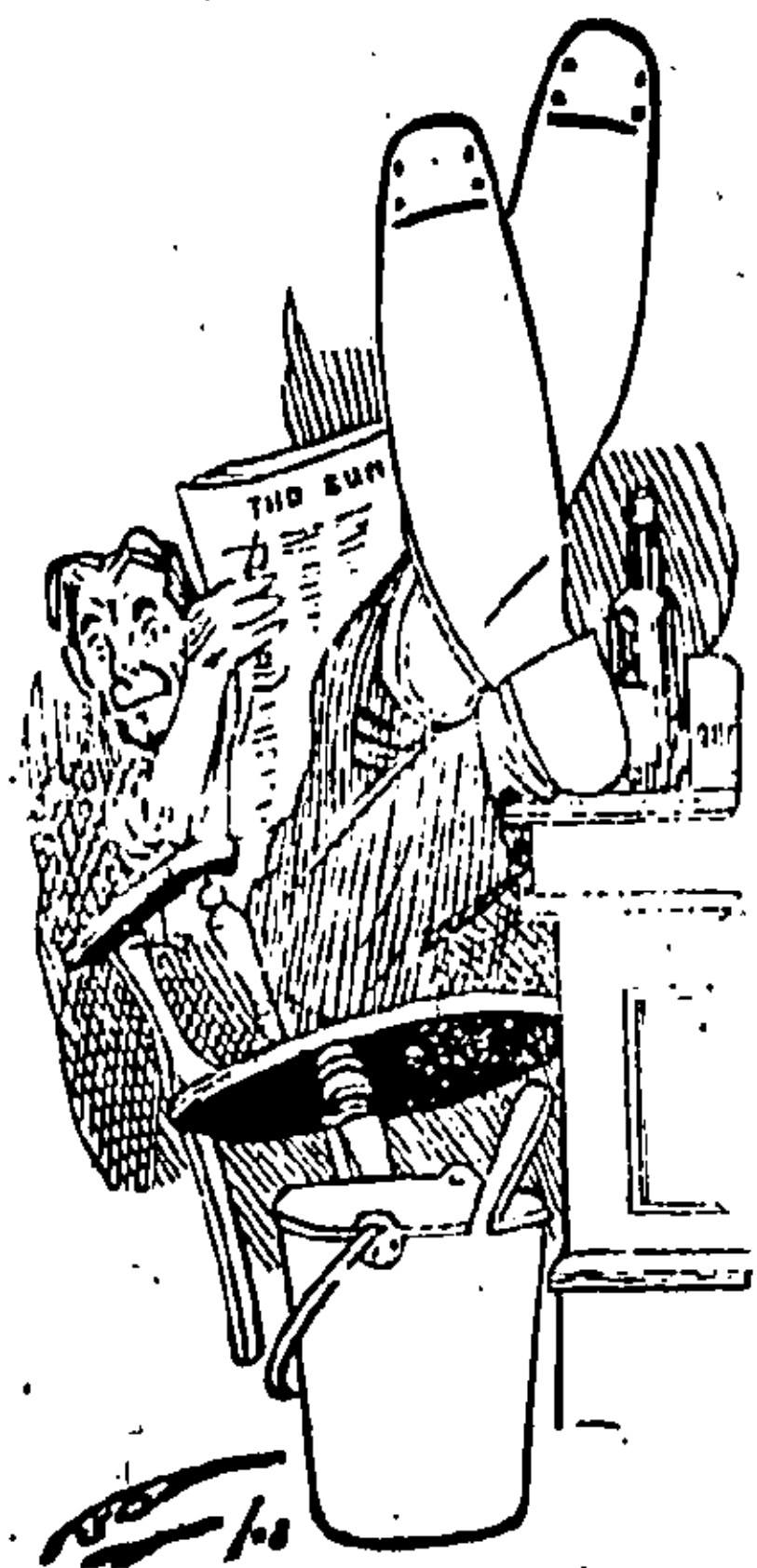
CHAMPAGNE.

Important contracts having been entered into with Messrs. Moët and Chandon, of France, we are enabled to supply CHAMPAGNE of this Brand at the following advantageous prices:—

Mousseux Blue Seal	\$38 per doz. qt.
White Star	42 " " "
Brut Impérial	50 " " "

ALSO TRY OUR

BLACK and WHITE WHISKY.



- PRICES -

BUCHANAN BLEND \$12.50 per Case. BLACK and WHITE \$16.50 per Case.
ROYAL HOUSEHOLD \$20.50 per Case.

ARQUEBUSADE WATER

HERMITAGE OF THE MARIST BROTHERS;
OR IMPROVED VULNERARY LIQUOR.

Invigorating, Stimulating, Hygienic, Aromatic, of an acknowledged and quite exceptional efficacy.

The Arquebusade Water, known and appreciated throughout the greater part of France and abroad, justifies more and more the great fame it has acquired.

USE OF THE ARQUEBUSADE WATER.

INTERNALLY.—From two to three spoonfuls in a glass of cold water, pure or sweetened, after falls, bruises, cuts, fractures, luxation, tearing of tissues, faintings, burnings, swoons, plague and cholera. For the last two cases it must be taken pure, six spoonfuls at a time. Experience justifies its efficacy as a preventive remedy against mortification and quinsy. The dose may be repeated several times a day.

The same dose, in a glass of hot and sugared water, instantly removes the fatigue of either a journey or a walk, is a great appetizer and often prevents colds.

Taken in an infusion of melissa, hyssop, ground-ivy, or violets, it is an efficacious remedy against gripes, difficult digestion, pains in the stomach, &c.

Taken pure after meals it is salutary to old people by warming their stomach, rendered cold by age, and accelerates digestion; but it is less suited to nervous persons and children to whom it must never be given without being well diluted with water.

EXTERNALLY.—It is a capital remedy against sprains, cuts, bruises, excoriation, burnings, fractures, any fresh wound, danger of mortification, heating of the feet, irritation of the skin after a walk.

Whenever it is possible rub hard with this liquid. A compress is saturated with it and applied on the affected part which is kept moistened by sprinkling it with this Water.

In case of wounds, after the dressing made with the Arquebusade Water, sprinkle the compress with a mixture of the Liquor and fresh water in equal parts.

It is also very advantageously used in frictions and in compresses used in head-aches, rheumatic and neuralgic complaints. For these last it is good to warm somewhat the liquid before being applied.

The ARQUEBUSADE WATER is of public interest, approved and recommended by the most eminent physicians of France, commends itself to all those who are anxious about their health in these countries where plague and cholera make often dreadful havoc.

PRICE:

The Litre	\$5.00
The Half-Litre	2.50

CHAZALON & CO.,

Sole Agents for Hongkong, China and Japan.

Hongkong, 19th September, 1904.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence" page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	8,000	\$125	\$125	\$10,000,000 \$7,000,000 \$350,000 \$175,533 \$191,973	\$1,492,554	Div. of £1.10 @ exchange 1/9 15/16 \$16.41 for first half year 1904	6 1/2 %	\$655 buyers (London & 67 \$30 sellers)
National Bank of China, Limited	99,925	£7	£7	\$1,750,000 \$69,143 \$784,445 \$906,872 \$900,000	\$21,668	\$2 (London 3/8) for 1903	5 1/2 %	\$610 buyers
MARINE INSURANCES.								
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,992,000 \$331,342 \$322,138	\$1,959,926	\$32 for 1902	5 %	\$61
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	Tls. 500,000 Tls. 31,850 \$700,000 \$37,794 \$1,300,000 \$9,000	Nil	\$4 for year ended 30.4.1903	6 1/2 %	Tls. 75 buyers \$142 buyers
North China Insurance Company, Limited	10,000	£15	£5	none	Tls. 271,589	Interim of 10/- a/c 1903	9 1/2 %	\$265
Yangtze Insurance Association, Limited	8,000	\$100	\$60	none	\$486,284	\$12 for 1902	5 1/2 %	\$335 buyers
Canton Insurance Office, Limited	10,000	\$150	\$50	none	\$110,551	\$15 for 1902	8 %	\$87 buyers
FIRE INSURANCES.								
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,700,288 \$1,000,000	\$371,110	\$22 1/2 for 1902	6 1/2 %	\$29 buyers
China Fire Insurance Company, Limited	20,000	\$100	\$10	\$125,675 \$15,500	\$329,047	\$6 dividend & \$1 bonus for 1902	8 1/2 %	\$145 sellers
SHIPPING, TUG AND CARGO BOATS.								
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$250,000 \$600,000 \$157,555	\$16,362	\$14 for first half year 1904	10 1/2 %	\$25 buyers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	£205,000 £100,000	£5,853	10/- for 1903	5 %	\$131 buyers
China and Manila Steamship Company, Limited	30,000	\$50	\$50	none	Dr. \$63,123	\$5 for 1900	6 1/2 %	\$25 buyers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$80,935 \$60,000	Nil	\$3 for year ended 30.6.1903	5 1/2 %	\$41
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$15,093 \$400,000	\$1,287	(\$1.80 & b. 40 cts) (\$2.00 & b. 20 cts) for year ending 30.4.04	3 1/2 %	\$31
Straits Steamship Company, Limited	5,000	\$100	\$100	\$21,075 \$18,000 \$130,153	\$33,648	\$5 for 2nd 1-year making \$13 for 1903	8 1/2 %	25/-
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£19,555 £10,000	£19,555	Interim of 1/- (Coupon No. 4) for 1903	10 %	Tls. 30
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	Tls. 98,000 Tls. 201,614	Tls. 865	Interim of Tls. 14 for 1904	9 1/2 %	Tls. 46 buyers Tls. 44 sales
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	none	Tls. 55,541	Interim of Tls. 2 for 1904	8 %	\$238 an. & b. \$6 buyers Tls. 60
Do. (Preference)	100,000	Tls. 50	Tls. 50	none	Tls. 55,541	Interim of Tls. 2 for 1904	8 %	\$490
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$47,717	Interim of \$5 for 1904	...	\$6 buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$37,995	Tls. 24 for year ending 30.9.03	4 1/2 %	Tls. 60
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,456	Final of Fcs. 25 making Fcs. 55 for 1903	...	\$6 buyers
MINING.								
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337 Fcs. 1,529,652	Fcs. 85,706	No. 12 of 1/-	...	Tls. 7 sales
Raub Australian Gold Mining Company, Limited	150,000	£1	18/10	£4,873	Dr. £7,236	No. 3 of 1/6	...	\$225 buyers
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£40,000	£7,820	...	...	Tls. 172 buyers
DOCKS, WHARVES & GODOWNS.								
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$25,500	\$505,471	(\$6 dividend and \$2 bonus for first half-year 1904)	6 1/2 %	Tls. 172 buyers
S. C. Farnham, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 900,000	Tls. 48,153	Tls. 7 final—Tls. 12 for year end. 30.4.04	4 1/2 %	\$250 sellers
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$1,950,000	\$43,732	\$6 for 2nd half year 1903	6 1/2 %	\$195 sales
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$150,000	\$49,936	\$10 div. and \$2 1/2 bonus for 1903	6 1/2 %	\$220 buyers
Do. (Preference)	2,750	\$100	\$100	\$14,000	\$29,926	\$7 dividend and \$2 1/2 bonus for 1902/3	6 1/2 %	\$174 sales
Howarth Erskine, Limited	12,000	\$50	\$50	\$50,989	\$28,015	Interim of \$2 1/2 for 1904	4 1/2 %	Tls. 140
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	30,000	\$50	\$50	\$250,000	...	Interim of Tls. 4 for 1904	8 %	Tls. 137 1/2
Shanghai and Hongkew Wharf Company	20,000	Tls. 100	Tls. 100	Tls. 487,210	Tls. 22,895	First year	9 1/2 %	Tls. 189 sales
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 50,913	Tls. 1,760	Tls. 18 for 1903	4 1/2 %	\$271 sellers
New Amoy Dock Company, Limited	6,000	\$64	\$64	\$55,500	\$489	\$12 for 1903	4 1/2 %	\$149 sellers
LANDS, HOTELS & BUILDING.								
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000	\$51,966	Interim of \$6 for 1904	8 %	Tls. 112 buyers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 800,000 Tls. 150,000 Tls. 17,144	Tls. 37,634	Interim of Tls. 3 for 1904	7 1/2 %	Tls. 125
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 54,626	Tls. 325	Interim of Tls. 3 for 1901	7 %	Tls. 55
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	none	...	Interim of Tls. 2 for 1904	6 1/2 %	\$39 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$636	\$260 for 1903	...	Tls. 12 buyers
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None	5 %	\$59 buyers
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,302	Interim of \$1 1/2 for 1904	5 %	\$137 buyers
Hongkong Hotel Company, Limited	18,000	\$50	\$50	\$100,000 \$11,824 \$20,000	\$11,668	\$5 for first half year 1904	7 1/2 %	Tls. 150
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	Tls. 41,000	Tls. 655	Final of Tls. 4 making Tls. 9 for 1903	6 %	\$27 sales
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	none	Tls. 9989	\$2 1/2 for year ended 30.6.1904	0 1/2 %	Tls. 31 sales
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 13,986	Tls. 680	Tls. 0.87 1/2 for the year ending 31.3.1904	4 1/2 %	Tls. 25
Queen's Hotel (Wei-hai-wei)	9,000	Tls. 25	Tls. 25	none	...	First year	...	Tls. 37 sales
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Dr. Tls. 2,132	Interim of Tls. 3 1/2	...	\$124 buyers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$200,000 \$50,000	\$99,177	90 cents for 1903	7 %	Tls. 28
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	12 %	Tls. 25
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 30,000	Tls. 88,034	Interim of 3 1/2 a/c 1898	...	Tls. 35
Lao-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 15,500	Interim of 4 1/2 a/c 1898 on 6,000 shares	...	Tls. 150
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 5,638	Tls. 26,389	4 % for 1897	...	\$11
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none	\$21,865	50 cents for the year ending 31.7.04	4 1/2 %	Tls. 65 buyers
CIGARS AND TOBACCO COS.								
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,840 Tls. 25,000	Tls. 1,091	Interim of Tls. 3	9 %	\$100 sellers
Alhambra, Limited	300	\$200	\$200	...	...	\$125 for year ending 30.6.1900	...	\$91
Philippine Company, Limited	67,500	\$10	\$10	...	...	First year	...	\$91 buyers
MISCELLANEOUS.								
Green Island Cement Company, Limited	100,000	\$10	\$10	\$350,000	\$32,115	\$1.50 for 1903	5 %	\$17 buyers
China-Borneo Company, Limited	60,000	\$12	\$12	none	...	60 cents for 1903	5 1/2 %	\$138
A. S. Watson & Co., Limited	50,000	\$10	\$10	\$250,000	\$2,883	Final of 50 cents making \$1 for 1903	7 1/2 %	\$91 buyers
Watkins, Limited	10,000	\$10	\$10	\$25,000	\$1,045	First year	10 %	\$70
Singapore Dispensary, Limited	600	\$50	\$50	\$30,000	\$800	\$1 for 1903	7 %	\$94 buyers
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$55,000	\$1,171	\$5 for year ended 31.7.1903	7 %	\$15
Hongkong Electric Company, Limited	30,000	\$10	\$10	none	\$1,747	80 cents for 1903	6 1/2 %	\$9 buyers
Hongkong & China Gas Company, Limited	7,000	£10	£10	£23,109 £2,500	£7,625	\$1.00 for year ending 30.4.1904	11 1/2 %	\$100 buyers
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 100,000 Tls. 108,172	Tls. 7,548	50 cents for 1903	7 1/2 %	Tls. 190 sales
Shanghai Waterworks Company, Limited	7,000	£20	£20	Tls. 140,000	Tls. 7,360	Interim of Tls. 3 1/2 for 1904	7 1/2 %	Tls. 387 buyers
Tientsin Waterworks Company, Limited	2,000	T.Tls. 100	T.Tls. 100	Tls. 45,459	Tls. 467	Final of Tls. 4 making Tls. 8 for 1903/4	6 1/2 %	T.Tls. 139
Tientsin Native City Waterworks Company, Ltd.	2,941	Tls. 100	Tls. 100	Tls. 100,000	Tls. 415	Tls. 3 for half year	...	Tls. 110
Hall & Holtz, Limited	21,000	\$20	\$20	\$186,000	\$13,104	Final of \$1 1/2 making \$3 1/2 for 1903	11 1/2 %	\$140 buyers
Lane, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	none	\$1,181	Final of \$7 making \$12 for year end. 29.2.04	8 1/2 %	\$145 buyers
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$50,000	\$8,595	\$10 for 1903	7 1/2 %	\$50 buyers
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$15,000	\$5,844	\$3.75 for 1903	7 1/2 %	\$105 sales
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$44,000	...	Interim of \$4 for 1904	...	\$200
Straits Ice Company, Limited	2,000	\$100	\$100	\$300,000	\$1,283	\$7 1/2 for second half year 1903	...	\$22 buyers
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$200,000	\$3,009	\$20 for year ending 30.11.03	6 1/2 %	\$37 buyers
Dairy Farm Company, Limited	10,000	\$7 1/2	\$7 1/2	\$55,500	\$604	\$12 for year ending 31.7.1903	...	\$15
Campbell, Moore & Co., Limited	1,200	\$10	\$10	none	£101	\$4 per share for 1903	...	\$9 buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	£4	£80	60 cents for year ending 31.5.1904	11 1/2 %	\$18 buyers
United Asbestos Oriental Agency, Limited	9,900	\$10	\$10	\$20,000	...	Interim of 1/2 per cent for 1904	...	\$12 buyers
Do. (Founders')	100	\$10	\$10	...	...	Final of 1/2 per cent for 1904	...	\$10 sales
Tebrau Planting Company, Limited	20,000	\$5	\$5	none	Dr. \$2,551	Interim of 20 cents	...	\$14
Hongkong Steam Waterboat Company, Limited	7,500	\$10	\$10	none	\$2,739	None	...	\$14
China Light and Power Company, Limited	30,000	\$10	\$10	none	\$588	Final of 70 cents making \$1.50 for 1904	10 1/2 %	\$118
William Powell, Limited	12,000	\$10	\$10	\$3,000	...	Interim of 1/2 per cent for 1904	...	\$11
Steam Laundry Company, Limited	10,000	\$5	\$5	none	\$3,644	Interim of 1/2 per cent for 1904	...	\$11
Maatschappij tot Mijl. Bosch- en Landbouw- exploitatie in Langkat	35,000	Gs. 100	Gs. 100	Tls. 334,660 Tls. 191,143	Tls. 27,187	Interim of 1/2 per cent for 1904	...	Tls. 370 sales
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 100	Tls. 100	Tls. 10,000	Tls. 10,247	Interim of Tls. 1 1/2 for 1904	...	Tls. 155 sales
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	...	Tls. 5,288	Interim of Tls. 1 1/2 for 1904	...	Tls. 100 sales
Central Stores, Limited	6,000	\$15	\$15	\$20,000	\$1,253	None	...	\$11
Do. (Founders')	24,000	\$15	\$15	...	...	Interim of 1/2 per cent for 1904	...	\$11
Do. (New Issue)	24,000	\$15	\$15	...	...	Interim of 1/2 per cent for 1904	...	\$11
E. L. Mondon, Limited	7,000	Tls. 50	Tls. 50	none	Dr. Tls. 2,510	Tls. 6 for 1903	...	Tls. 55 sales
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 4,444	Final of \$3 making \$5 for the year ending 30.6.04	...	\$15
S. Moutrie & Company, Limited	...	\$50	\$50	...	...	Interim of 1/2 per cent for 1904	...	\$15 buyers
Kats Brothers, Limited	10,000	\$100	\$100	\$375,000	\$3,493	\$15 for 1903	...	\$161 buyers
Straits Trading Company, Limited	250,000	\$10	\$10	\$500,000	\$2,404	\$1 div. and 25 cents bonus for half year	...	\$161 buyers
Fraser and Neave, Limited	7,400	\$50	\$50	none	...	\$5 for year ended 31.12.1903	...	\$161 buyers
Maynard and Company, Limited	3,000	\$10	\$10	...	...	Interim of 1/2 per cent for 1904	...	\$161 buyers
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	2,500	\$25	\$25	...	...	Interim of 1/2 per cent for 1904	...	\$161 buyers
South China Morning Post, Limited	1,000	\$10	\$10	...	...	Interim of 1/2 per cent for 1904	...	\$161 buyers